

ships shown in diagram 15 on page 37. Relatively small amounts were carried in the troop ships. After the signing of the armistice every ship was withdrawn from the service as soon as it could be spared and put back into trades or the carrying of food for relief work in Europe. By April the total cargo fleet was only a third as large as it had been five months before.

The cargo carried for the American Army consisted of














	Short Tons	Per Cent	
Quartermaster	3,606,000	48.39	
Engineer	1,506,000	20.21	
Ordnance	1,189,000	15.96	
Food relief	285,000	3.82	
Motor Transport	214,000	2.87	
French material	208,000	2.79	
Signal Corps	121,000	1.62	
Medical	111,000	1.49	
Aviation	61,000	.82	
Red Cross	60,000	.81	
Y. M. C. A.	45,000	.60	
Miscellaneous	35,000	.47	
Chemical Warfare	11,000	.15	
<b>Total</b>	<b>7,452,000</b>		

Diagram 20.—Tons of cargo shipped for each Army supply service to April 30, 1919.

thousands of different articles of the most varied sort. Something of this variety is revealed by diagram 20, which shows the number of short tons carried for each of the Army supply services and for the special agencies. Nearly one-half of all consisted of quartermaster material, largely composed of food and clothing. The next largest elements were engineering and ordnance supplies. All together, from our entrance into the war through April, 1919, the Army shipped from this side of the Atlantic nearly seven and a half million tons of cargo.

Included in the cargo shipment were 1,791 consolidation locomotives of the 100-ton type. Of these, 650 were shipped set up on their own wheels, so that they could be unloaded on the tracks in France and run off in a few hours under their own steam. Shipment of set-up locomotives of this